

SHEFFIELD CITY COUNCIL

CYCLE FORUM

Minutes of the meeting held on Thursday 16 June 2022

at 5.00 p.m. online

1. APOLOGIES FOR ABSENCE/ATTENDANCE

No Apologies received

In attendance: Cllr Peter Price (Chair), Cllr Ruth Mersereau, Cllr Richard Shaw, Paul Sullivan, Simon Ogden, Simon Geller, Colin McCulloch, James Walker, Insp Kevin Smith, Tom Collister, Dominic Sweeting, Matt Reynolds, Yvonne Witter, David Bamford, Jo Maher, Sam, Phil, Matthew.

2. NOTES OF APRIL FORUM

i) Accuracy

The notes of Cycle Forum meeting held 14th April 2022 were reviewed and agreed as correct.

ii) Matters Arising

Fox Valley Signing

No signing conditioned, will be picked up by Transport Planning when resources allow. At the time of planning permission, the Little Don Link routes were only in feasibility. As routes didn't exist then there was no reasonable option to condition.

Hub Site Visits

Only arranged for potential operators as difficult process, so those just interested in what it currently looks like were not invited.

Hub is progressing. A number of interested parties. Quotes to operate closed, been assessed with commercial services. Rent amount just needs to be clarified with the preferred operator.

CCTV coverage

This is the information received from city centre management on the back of request to find out what areas of the city are covered by

The public can request CCTV via a Subject Access Request (SAR) which can be found on the council network. This is usually done through a solicitor for accidents etc. For a crime that has occurred, this should be done via the police who will come directly to the Council via our control room or our Information Management team.

It is very rare that the general public will be given access to view any footage as there is a requirement for individuals viewing this footage to have a Security Industry Authority (SIA)

If there any areas in particular that are of a concern these can be looked at and we let you know what CCTV if any is in the area and whether or not it is council owned.

In addition Kevin Smith added that cameras do not tend to cover cycle parking locations and, tend to follow activity, shop lifters, or live incident that needs monitoring.

Five Weirs Walk

We have the price back for the substructure at 300k, and a more accurate estimate of £1.2 for path. Sheffield city council need to find £1.5million plus commuted sum to cover maintenance. We don't yet have detail on how the path would be built, nor do we have detail on the optimum bias/ risk factor included.

There is a lot of hidden damage along a considerable length. This section and the rest of the route. needs to be future proofed to avoid a repeat of the damage caused by flooding. It does need to be as close to LTN 1/20 design standards as possible, especially as funding is likely to demand compliance.

That said, Transport Planning do not have £1.5 million to invest (our annual budget for all transport schemes is around £3m) so we will need to explore another funding options that may not necessarily be transport related, for example culture and heritage pots - possibly through the levelling up fund that would mean we can be more relaxed on compliance.

Q. Why are routes like this treated differently to roads for example if the road develops a whole its fixed straight away?

Roads are at standard and will be in the contract. This level of intervention is not in the Amey contract This would be new money (not maintenance money)

Q. Is the hidden damage causing the increased cost, possibly but we still believe there will be an element of risk to cover hidden damage.

It was mentioned that Sustrans might have some funding to contribute.

Q. Can we share the options Amey have developed?

PS to action

Q. Could we get a contribution from the adjacent business?

We can ask but suspect the answer will be no.

Q. Could we get a short-term solution in the interim?

We are looking at this, but it would still need funding. The intervention on Attercliffe road which was installed as part of the Emergency Active Travel Fund was taken out as we ran out of funding, it was revenue heavy requiring significant maintenance to keep it in place

Q. Why are other cities maintaining Emergency Active Travel Fund schemes ?

The Emergency Active Travel Fund only allowed short term revenue investment. It was decided to maintain Pinstone Street and Kelham Island but not Attercliffe.

The Transforming Cities Fund scheme Darnall Attercliffe corridor will provide an alternate route option to the Five Weirs Walk.

Q. Is Pinstone Street still accessible to cycling, as there are barriers that prevent access sometime?

The amended scheme funded from the Transforming Cities Fund will improve the accessibility.

Upper Don Trail at Oughtibridge

A Colleague will be picking this up, but developer funding is linked into the level of occupancy on the residential site so somewhat off just yet.

Queens Road Riverside walk

Highways stating that current route not wide enough to adopt. Cllr Price to investigate

Action Cllr Price.

3. CITY CENTRE PROPOSALS (ACTIVE TRAVEL/BUS ROUTE)

There was a request at the last forum to explain how the proposed bus route will interact with the active proposals through the city centre.

Please find attached information presented at the forum (to follow)

It will be a diesel bus to start with, electric to replace later. Some more work on what customers want before we go electric. We are working with SYMCA on zero emission option.

The current route is not the final route, we did look at all the options including a reverse of the chosen route. We will gauge customer feedback, there are also some issues with signalling that need to be resolved for the bus to better use West Street/Division St/Rockingham St. In addition, as the city centre changes so will the bus route.

In addition, we are still looking at where we can get additional stops, Trippet Lane for example but it will stop at key locations identified in the consultation and where development continues such as Heart of the City and Pounds Park. Rockingham street will eventually have bus gate, It will operate 930am-6pm Mon to Sat, shorter hours on Sunday 930-4. Opportunity to extend the hours if needs be. Frequency 6 an hour. Link to timetable and route

[SC-Sheffield-valid-from-01-August-2022-\(PDF-321kb\).pdf \(travelsouthyorkshire.com\)](#)

A standard fare of £1 if ticketless, but if you have public transport ticket it will free. There may be options to extend the route into Castlegate and Kelham Island

Q. Has any study been undertaken on the shuttle re interchange onto core network?

We identified certain areas that were critical to avoid lengthy interchange, uphill sections for example. Its significant piece of work still ongoing, but options are flexible including stop changes to reduce interchange delay etc. Service will be included on Real Time Information

Critical we get the comms right on this

The existing barriers will be removed and replaced with bollards and for the bus to operate a bus gate, which will have a period of grace before we start camera enforcement

Q. What monitoring will take place?

This will be qualitative and quantitative, feedback and numbers. Need the data to bid for the electric bus.

Q. What is the cost of running this bus?

£199,000 for 42 weeks of the year takes us to end of March 23. Budget is £270,000. That £270k covers legal orders, any changes that maybe needed as well as operations.

4. ACTIVE TRAVEL FUND 3

We are still waiting on confirmation and funding from SYMCA.

There are two elements to the Sheffield allocation

1. Darnall mini holland feasibility study - We have appointed a consultant to undertake a feasibility study.

Darnall provides a lot of opportunity and links into proposed schemes that are already funded such as Darnall Attercliffe, and the levelling up fund for the area

2. East Bank Road and connections

Please see attachment for concept

Key points

Connecting to Sheaf valley and the rail station

Must be LTN1/20 compliant

Issues

- Farm Road and the fast-food outlet
- The road is wide and suitable for segregation, significant help for uphill journeys
- Significant commuter parking
- Very little active frontage

The route will get as far as funding allows, we believe given current costings (some materials are up 50% on the last year), this will be around Daresbury Road.

Q Could we have a summary of the unsuccessful schemes

The bid submitted on SY basis, no funding allocated for Rotherham and Barnsley. The Sheffield (and Doncaster) schemes were ambitious, LTN1/20 compliant. But we still wait on detailed feedback re unsuccessful elements.

What we can say is that the crossings were deemed a stretch too far for this fund, as not strategic or coherent.

Abbey Lane crossing, we are still looking to fund elsewhere, design works continue.

Q. Why did we only bid for East Bank Road, we got less than smaller authorities?

SCR/MCA were given a target allocation and that is then split by population, so we get approximately 40% of whatever that target is. Historical but not necessarily the correct approach.

Q. Does the crossings work include Hangingwater Road?

Negative it was just the two, Abbey Lane and Crookes valley. Crookes valley was part of a jigsaw to connect RHH and Kelham Island and onto the NGH. Hangingwater Road is on the road safety programme. It covers Whitely Wood Road and the allotments at Hangingwater.

Q. Is it possible to filter Highcliffe to remove through traffic?

Not sure where then that traffic would go. Speed survey shows 22mph average speed so traffic isn't quick though there will be the odd one travelling too fast.

Q. Is it possible to widen pavements?

That could be an option, but not without its complications.

Q. How far have the council got with East Bank Road

Just concept design to date, we are waiting on funding before we can start design and consultation

Q. Are we looking at onward connections into Base Green Charnock for example

Lack of funding means we will not get the route through to either Manor Top or Gleadless Townend but these are on the radar. These need to be from a larger funding pot with long lead in times as needs longer delivery time given the scale.

5. SOUTH YORKSHIRE POLICE UPDATE

Training of officers on bikes continues across South Yorkshire re cycling. Sheffield NE area now out on bikes patrolling. Still more to be trained. Training is slowing down operational matters so not easy to deliver/secure officer time.

Two close pass operations one lasted only 20 minutes ended in pursuit Some cross boundary work with Barnsley. Just launched operation park safe to tackle parking obstruction

Q. How is it going encouraging other areas to adopt the same approach?

North East team now on board, Doncaster are also picking up the baton. Training is the hardest aspect of getting officers on bikes, takes two full days so difficult to pull them from other work.

Barnsley officers been trained on how to run close pass operation, but training curtailed.

Q. Was there a tipping point in the NE that helped?

No, it's come from within - a committed cyclist out in all weathers on patrol. These plus sergeants keen on one-to-one engagement - easier if on bike or foot. In terms of training, Sergeants are key to pushing this along.

Q. What can be submitted on the portal basically as no option to send in photo
Images can be emailed in post submission.

Q. Are officers new to cycling or coming back?

Most are new to cycling. First part of training is a simple start and build up confidence as they can be a bit nervous to start with but become more assertive as

training progresses. Empathy for cyclists increase as well. Positive feedback from officers

Q. Issues on proposed to Upper Don Trail with land owners who had bad experience with trail and quad bikes in the past are now, reluctant to see routes developed in the area. How can we address?

There are issues to the north of the route near Deepcar, but volume of legitimate MTBS discouraging off roaders as they can no longer go unseen and likely to be called in. But we need to look at alternate surveillance as opposed to barriers

Q Can we have some press/social media on this?

We just need to be careful about what we say, but key is volume of legitimate users.

It was highlighted about SYP involvement in the Andy Cox project focussing on raising awareness on cycling and general road safety

5. SCHEMES UPDATE

Transforming Cities Fund

Little progress

Darnall Attercliffe Corridor development will be issued to Amey so that will shorten lead in times.

Active Travel Fund

Low Traffic Neighbourhoods - delays in installing some of the measures, resources, parked cars, jubilee street parties, late information on larger vehicles. Installation extended to end of the month.

Where we've readvertised the Experimental Traffic Regulation Order the six month support/objection period starts again.

Drop ins have been arranged for all three areas.

Sheaf Valley - has had a knock-on impact from Low Traffic Neighbourhood delays, everything about one month behind schedule

Q. Are there still issues in Crookes?

There are one or two, but Archer Lane has been most problematic, so we have focussed on that.

Q The Press have reported on emergency services not knowing?

Action PS to check

Q, Are sat navs updated with these road changes?

We update google maps, sat navs left to pick up, should be updated but does take time, and does require public to update.

Q. Can we have some extra bike parking at NE shops?

We are in the middle of procurement for both residential and visitor parking.

Q. Why the delay with the filter on Cherry Street ?

Issues with supply chain of bollards, should be in the next month

Small Schemes

Scheme	Scheme	update
Prince of Wales Road	Removing the raised section of cycle route	Proposed scheme wand segregation Currently at Road Safety
Ring Road crossing – Leaveygreave	Improve timings, improve call forward	Requires micro chips, have been ordered
Ring Road Western Bank	Improve timings	No action required as lights working as they should
5WW and Tinsley	Access improvements	Barriers removed or widened complete
Netherthorpe Underpass	Changes to barriers	design complete awaiting build date
Oughtibridge Road safety scheme	Changes at bridge Hill	Scheduled for autumn build

Q. Are we aware of the proposals to extend Division Street pedestrianised section?
Currently just paper talk, there is currently no funding to extend

Q Does the bus route impact on Division St
Yes but its route can change to accommodate any other changes

Q. Can we have some press on Division Street?

6. CYCLING MATTERS

Concern about schemes not being LTN1/20 compliant and that being used to not adopt existing highway

Queens Road built to standard 10 years ago but did not go anywhere, now being linked together. Highways asking for 4.5 m it is a 3m wide route.

Another one coming up at Millhouses, missing bit at Troutbeck, Highways not prepared to adopt as not to width

Highways ignoring correspondence

Q What does adoption mean?

In a nutshell - maintenance.

Q Could it be adopted as footway only?

Action Cllr Price to approach highways

7. ANY OTHER BUSINESS

Any update on the Walking forum, nothing to report DB to email PP about it

Date of next meeting: **5pm 20th October 2022**
